

BookletChart™

Lituya Bay

NOAA Chart 16762

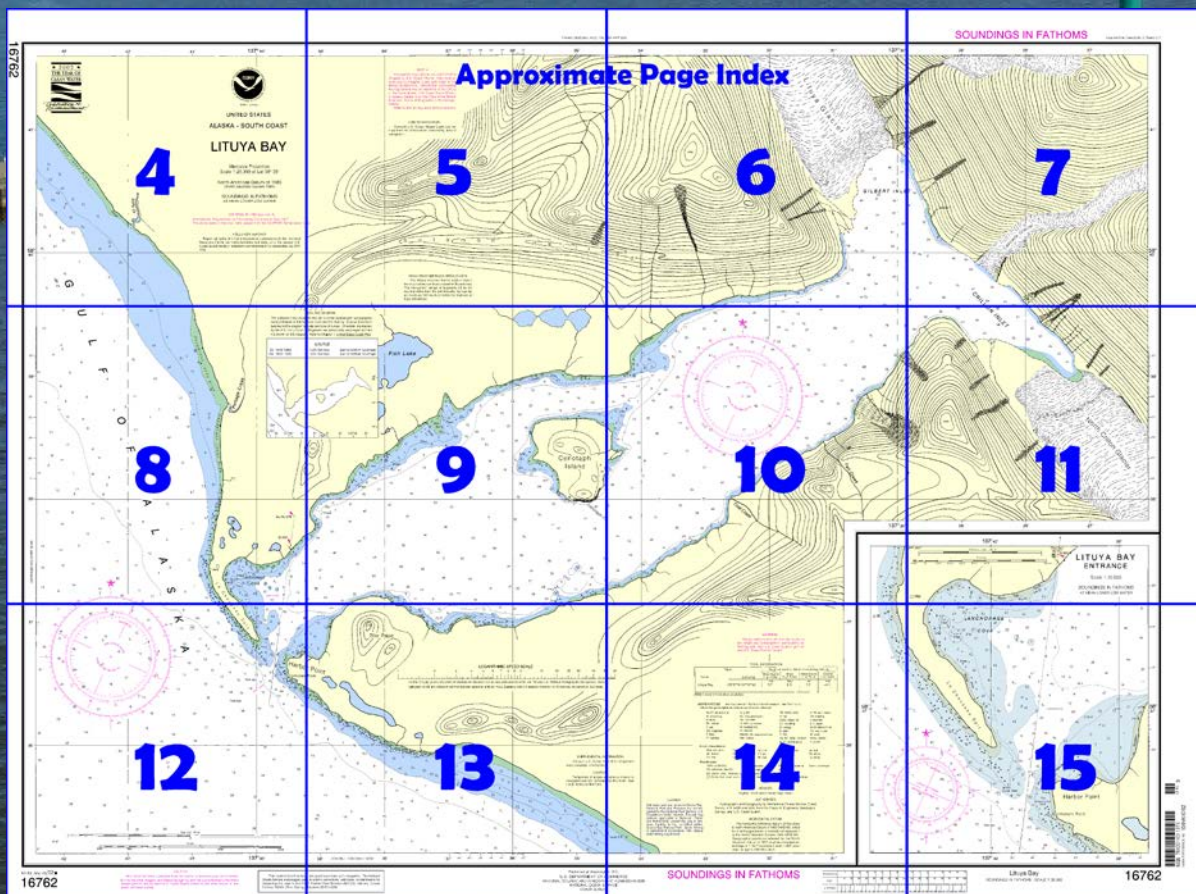


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16762>.



(Selected Excerpts from Coast Pilot)

Lituya Bay, 39 miles NW of Cape Spencer, affords protected anchorage in all weather, but the entrance is dangerous and should never be attempted except at slack water because of the strong current. The bay extends about 6 miles in a NE direction and has widths of 1 to 2 miles. The shoaler area along the shore around the bay is obstructed by tree trunks. Anchorage for small boats close to the shore is not recommended because of the possibility of

fouling anchors in the debris of trees and roots.

In July 1958, a giant wave, caused by an earthquake-induced avalanche, denuded the shores of Lituya Bay of trees to a height of 1,720 feet.

Giant waves are a recurring phenomenon in the bay, and other catastrophic waves were observed in 1853, 1874, and 1936. Steep shattered cliffs at the head of the bay present a continuing hazard of avalanches; destructive waves, caused by rock falls, can occur at any time.

At the head of Lituya Bay are two arms, each leading to a glacier. **Gilbert Inlet**, on the NW, has **Lituya Glacier** at its head; **Crillon Inlet**, on the SE, has **North Crillon Glacier** at its head. Because of rapid shoaling, depths in these inlets may differ from the charted depths. **Cascade Glacier**, which discharges into the head of the bay between the two arms, can be seen far at sea. Depths in the bay are as much as 78 fathoms. Vessels can obtain water from streams near the head.

Harbor Point, on the E side of the entrance to Lituya Bay, can easily be identified from offshore by **The Paps**, two conical, wooded hills about 1 mile to the NE; the NW hill is the higher and rises to 540 feet. Large boulders, 20 to 35 feet high, are strewn along the beach. **Cormorant Rock**, 16 feet high, is the largest of three bare rocks off the S side of Harbor Point.

La Chaussee Spit, on the NW side of the entrance to Lituya Bay, is 100 to 225 yards wide and about 0.7 mile long. The spit is 2 to 12 feet high; the outer side of the spit is covered with large boulders.

The entrance to Lituya Bay between Harbor Point and La Chaussee Spit is about 350 yards wide but is mostly foul. The channel has a controlling depth of about 5 fathoms but is only about 50 yards wide; the water shoals abruptly on either side and there are many rocks. The entrance is marked by a **007°30'** lighted range.

Anchorage Cove behind La Chaussee Spit, has depths of 3 to 5 fathoms, but is obstructed by numerous tree trunks and rocks awash and is not suitable for anchorage. On a flood tide with S weather, the cove has considerable swell.

Cenotaph Island, in midbay and about 3 miles from the entrance, is densely wooded and has several hills, the highest rising about 320 feet. The N and W sides of the island slope gently, but the S side is an abrupt, high cliff with depths of 75 fathoms only 100 yards away. The island is named for a wooden monument, or cenotaph, which was erected by La Perouse in 1786 in memory of officers and men who were lost in the entrance to the bay. No trace of the monument or its site have been found in recent years.

Currents.—The current velocity at the entrance is 5.1 knots on the flood and 4.1 knots on the ebb. Ebb currents, running against a SW swell, cause bad topping seas or combers which are dangerous to small craft. Small powered vessels in the bay should stay away from the entrance on the ebb to avoid being swept through. The ebb current follows a narrow path for several miles out to sea and can be seen for some distance. On the flood, the entrance is smooth and local fishing boats often negotiate it with a calm sea but are quickly swept through the channel by the powerful current. Strangers should not attempt to enter except at slack water.

Ice.—The bay has never been known to freeze over but icebergs can always be found in the upper part. With NE breezes these icebergs often reach the entrance to the bay before melting. Ice is usually heaviest during October. The many streams flowing from the glaciers at the head of the bay give the water a murky discolored appearance.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander
17th CG District
Juneau, Alaska

(907) 463-2000

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FATHOMS

16762

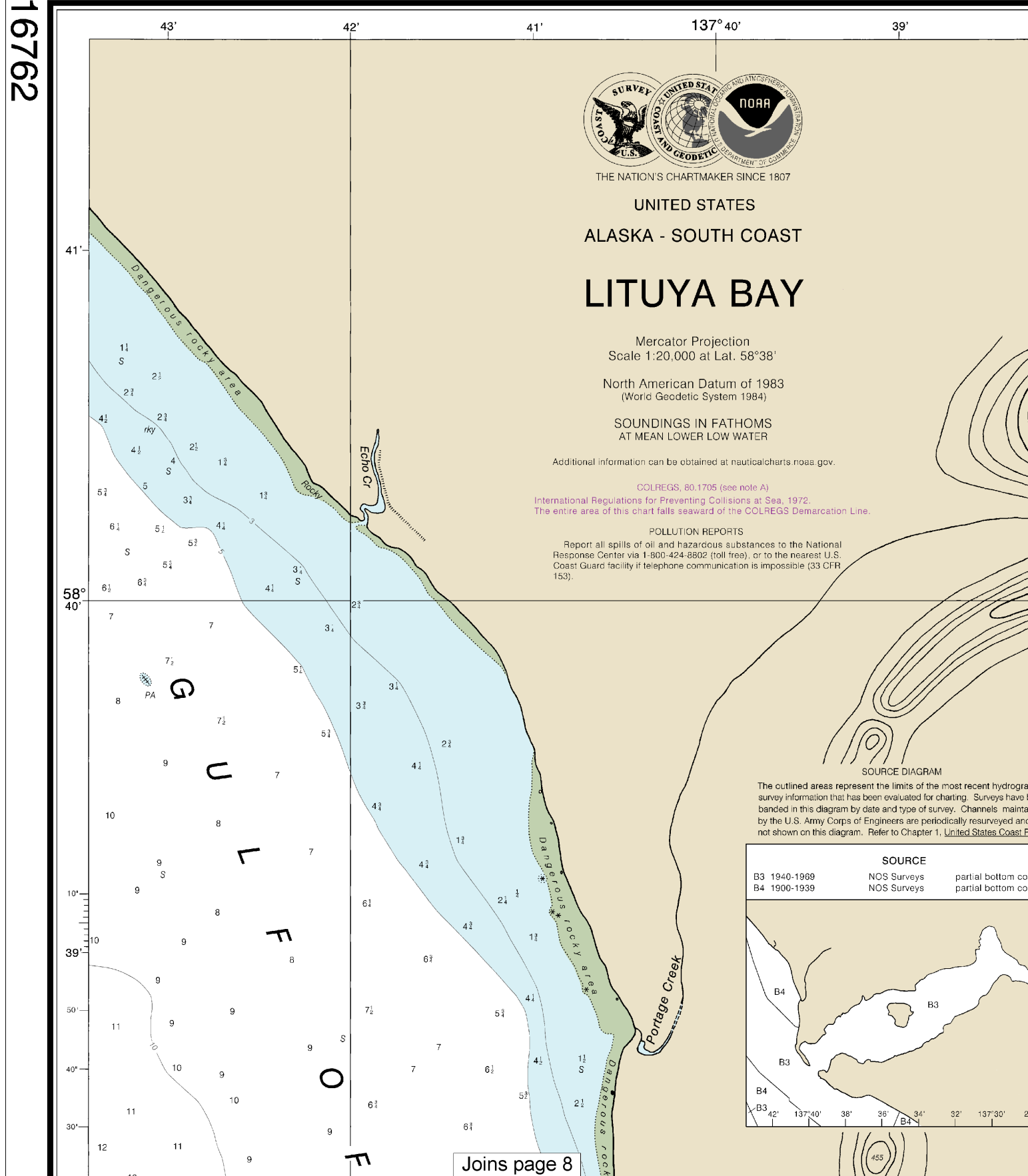
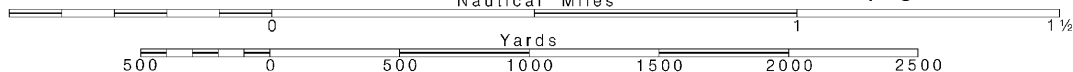
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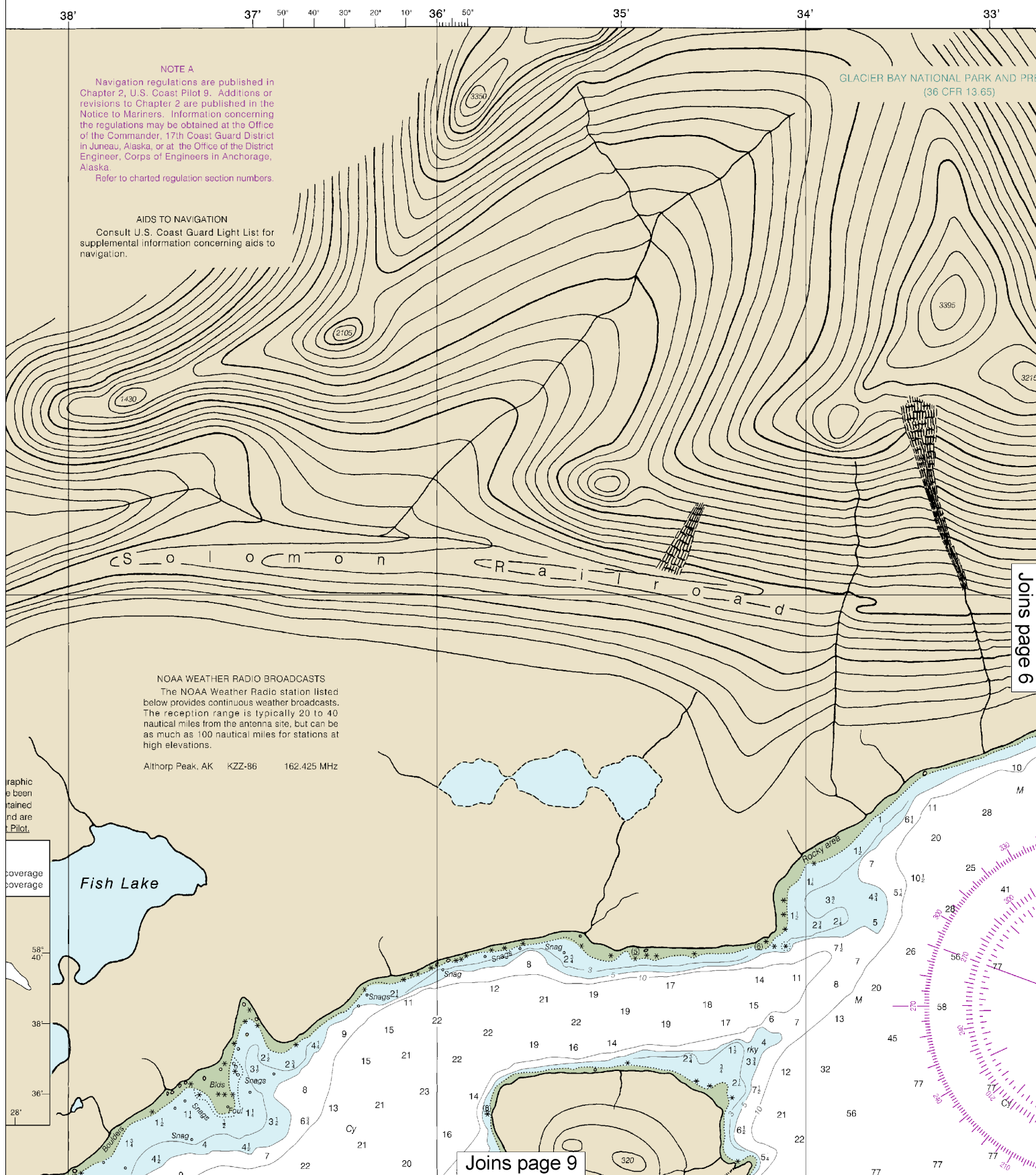
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Printed at reduced scale.

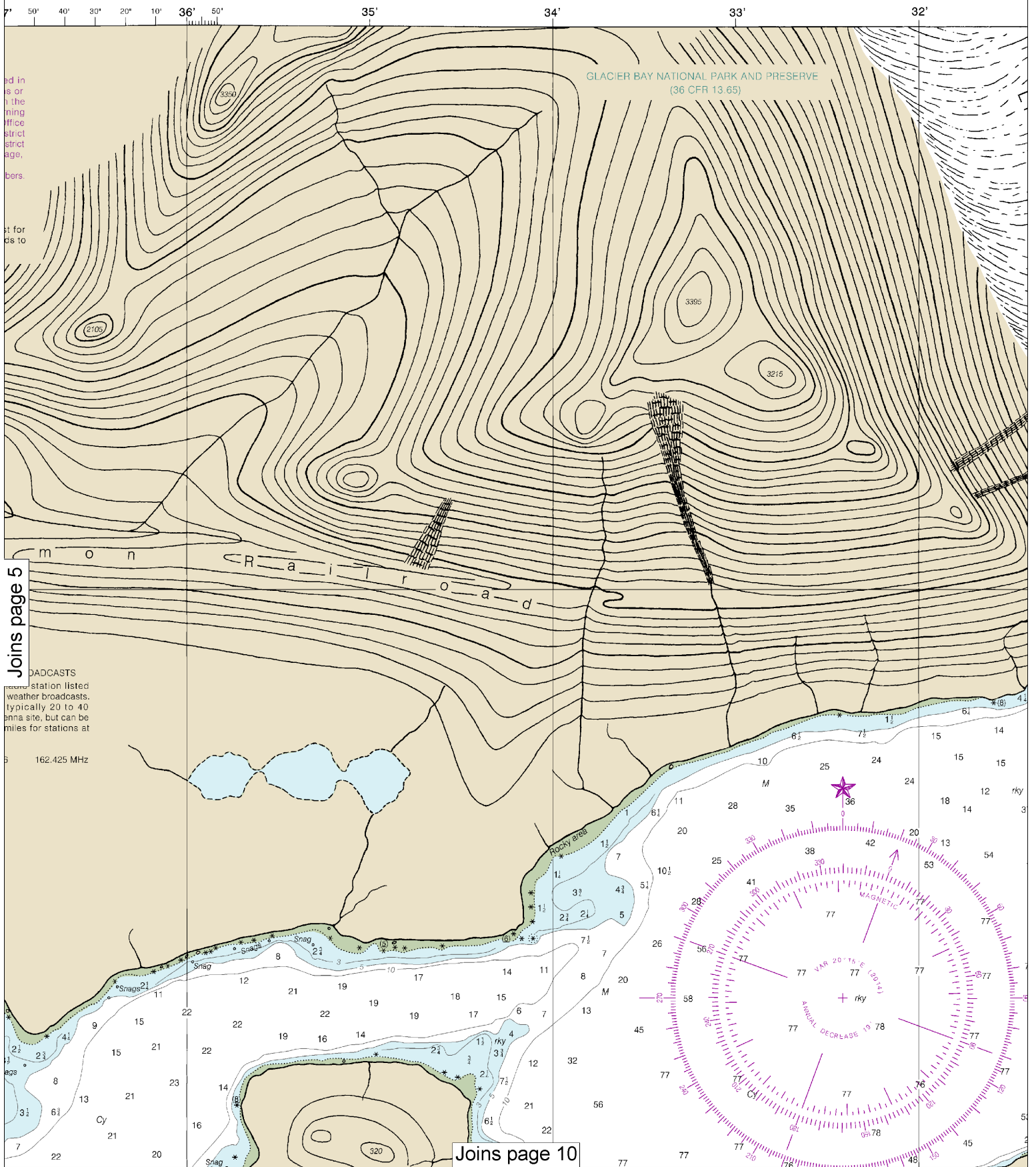
SCALE 1:20,000
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Joins page 5

Joins page 10

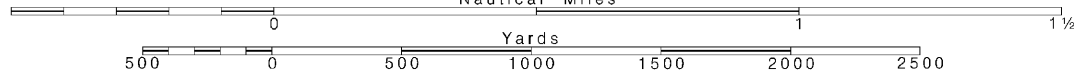
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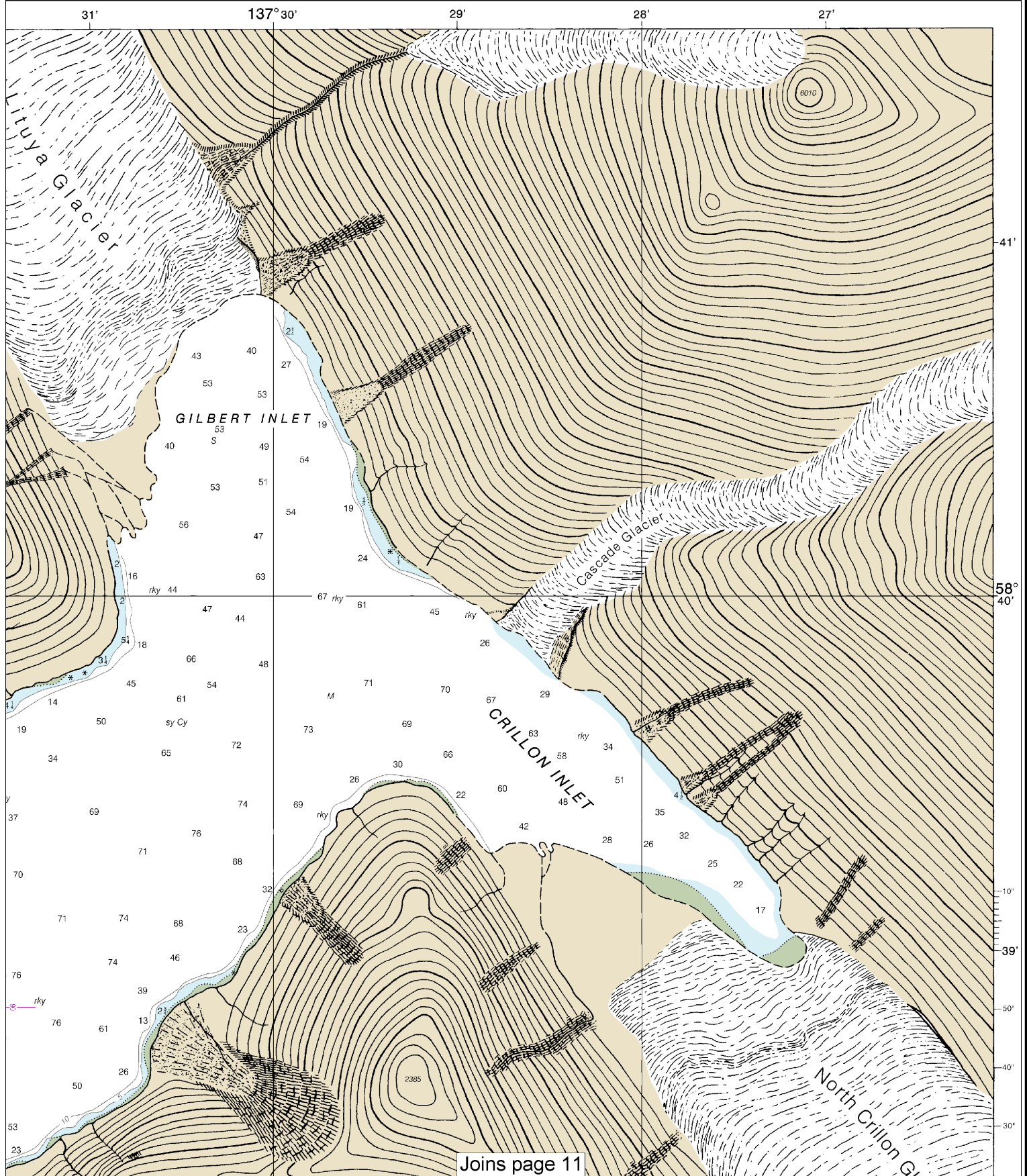
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

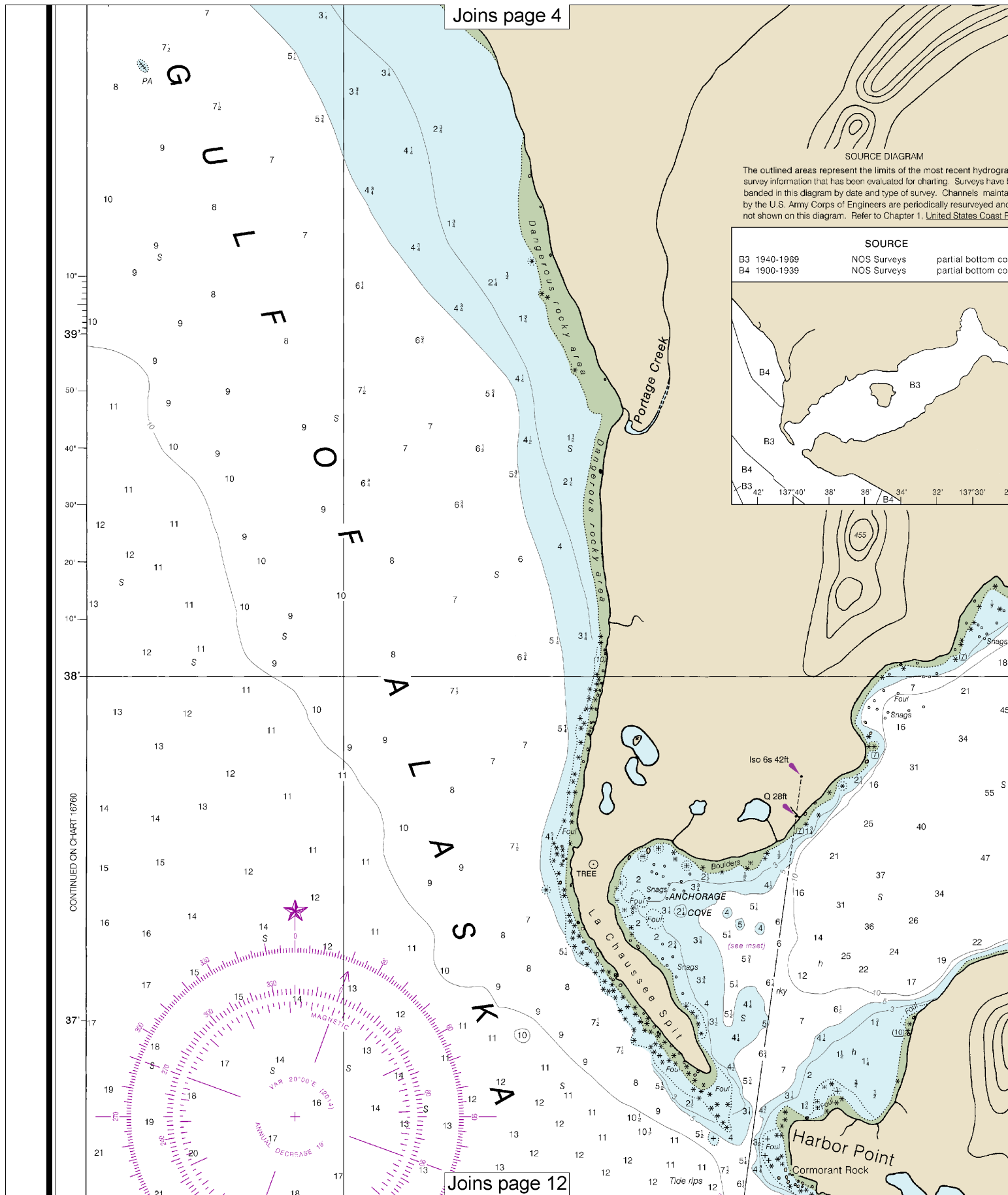
SCALE 1:20,000

See Note on page 5.





Last Correction: 6/3/2014. nauticalcharts.noaa.gov
 LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Aithorp Peak, AK KZZ-86 162.425 MHz

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coverage

Fish Lake

Cenotaph Island

Cenotaph Pt

The Paps

CAUTION

Salt water and land areas in Glacier Bay National Park and Preserve are administered by the National Park Service, U.S. Department of the Interior. Federal regulations applicable in National Parks and Monuments govern the use of the area. Hunting is not permitted within Glacier Bay National Park. Sport fishing is permitted in accordance with Alaska state fishing regulations.

NAME
Lituya Bay
Dashes (---) located in d the coordinates, and final

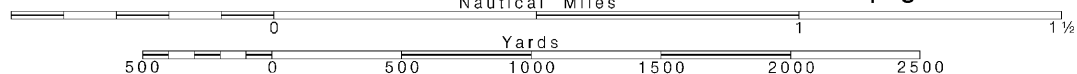
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:20,000~~
Nautical Miles

See Note on page 5.

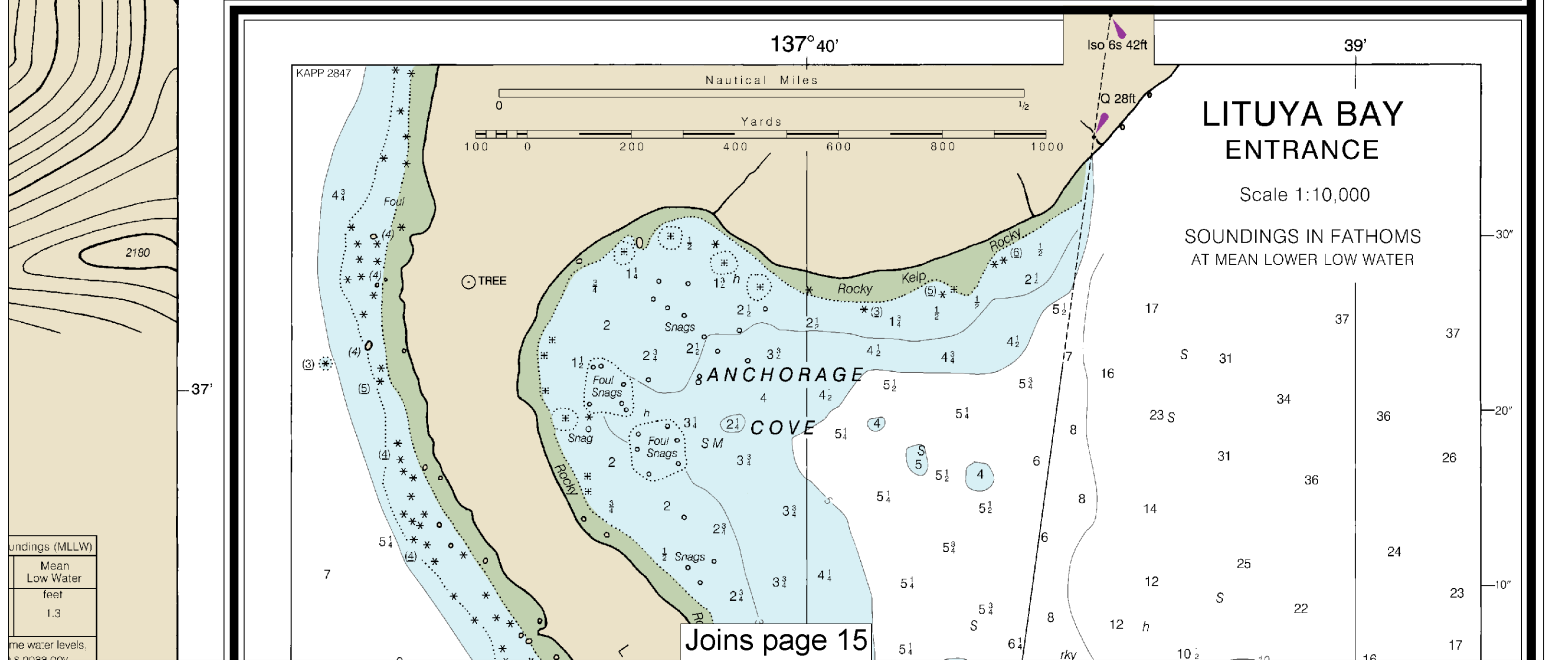
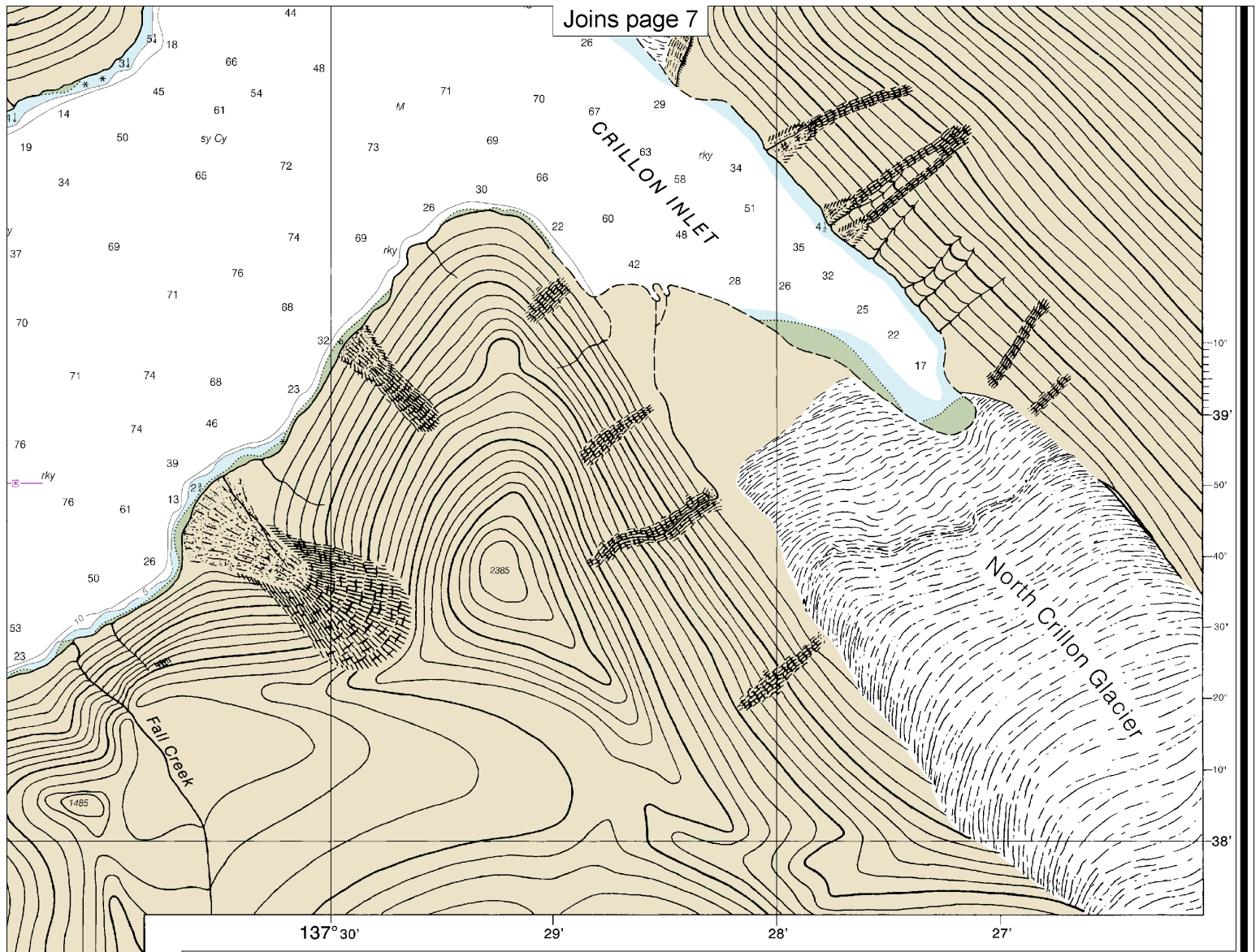


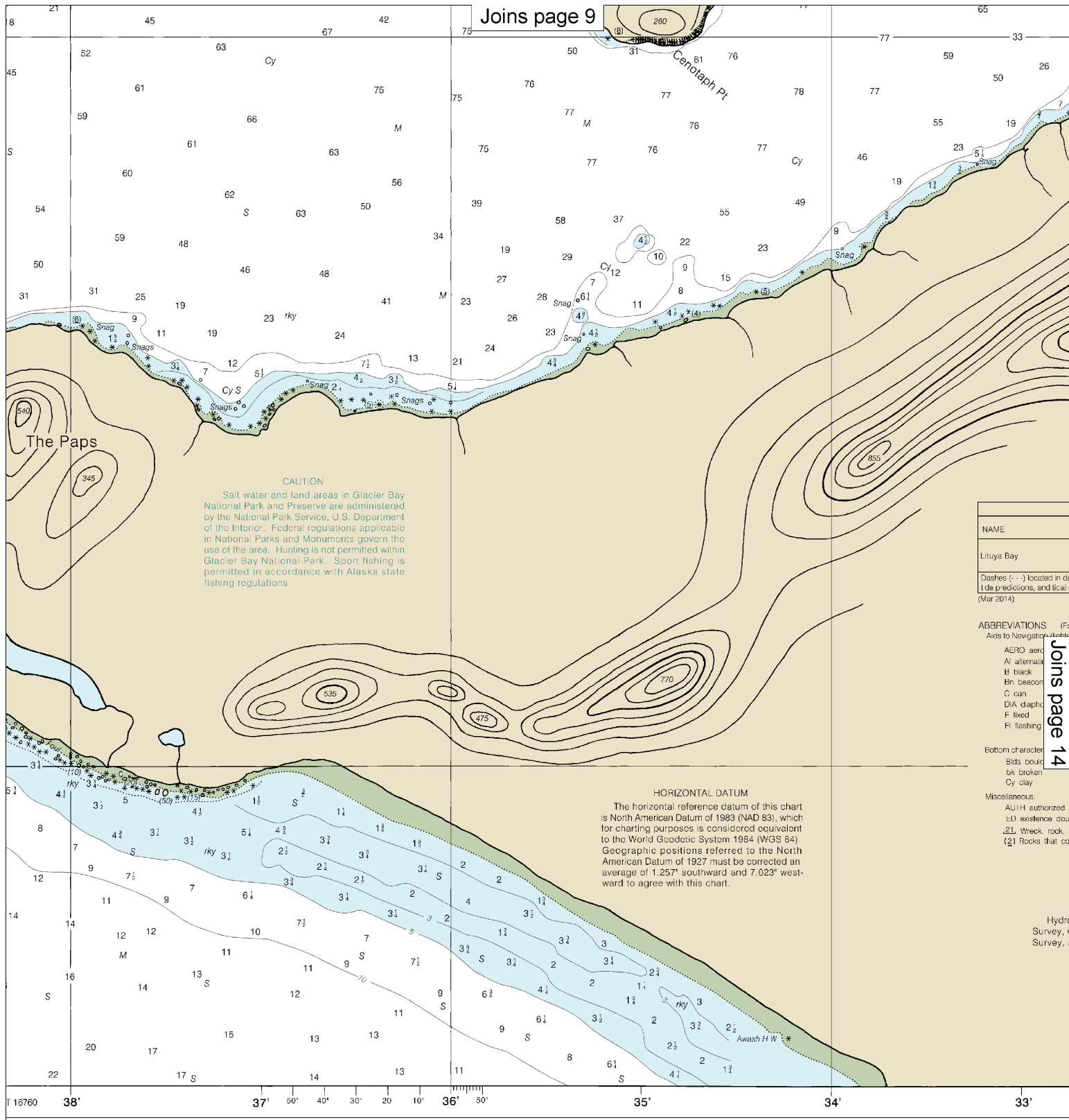
WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

TIDAL INFORMATION			
PLACE		Height referred to datum of soundings	
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water
Lituya Bay	(58°37' N/137°37' W)	feet 9.7	feet 8.8

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>

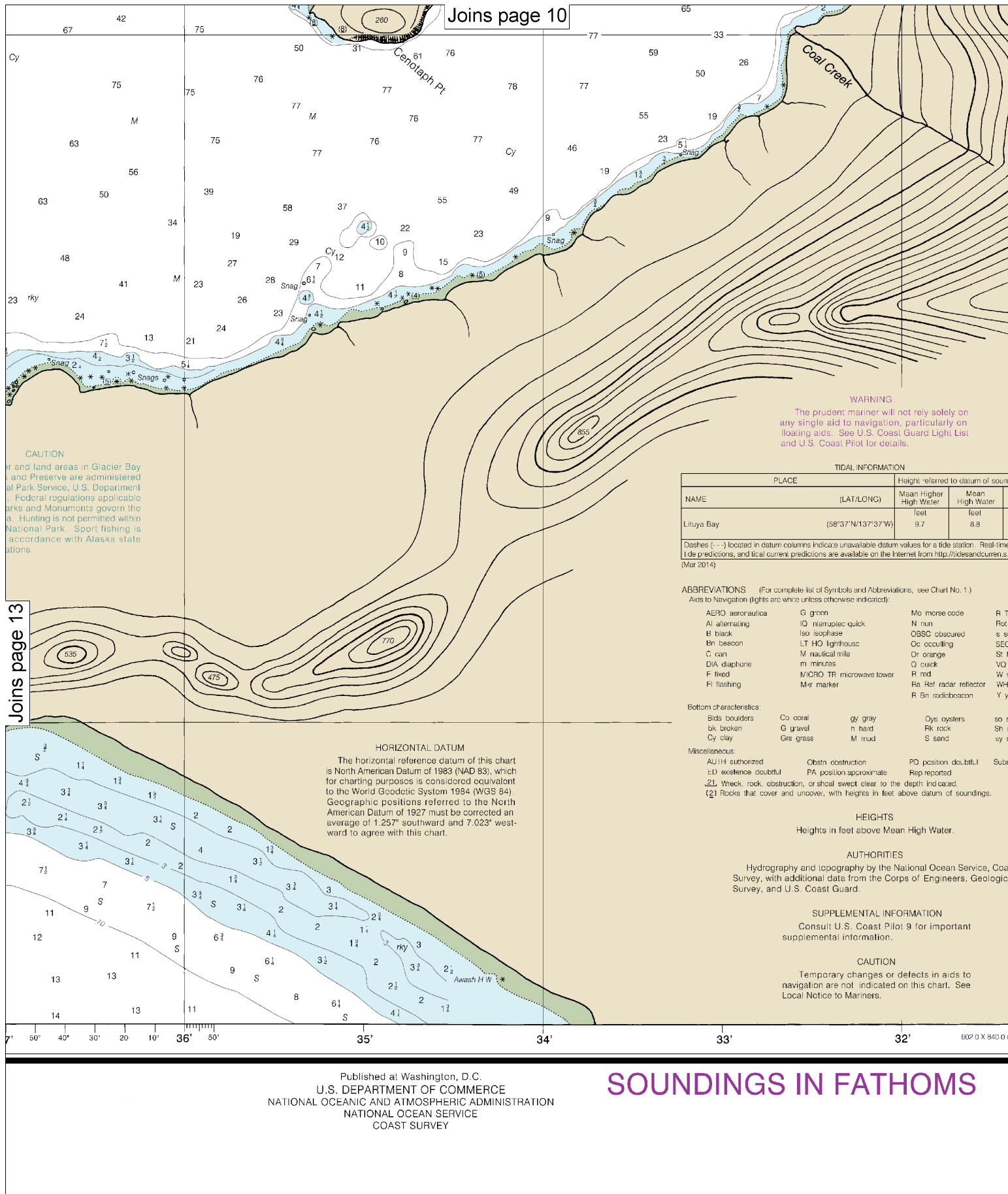




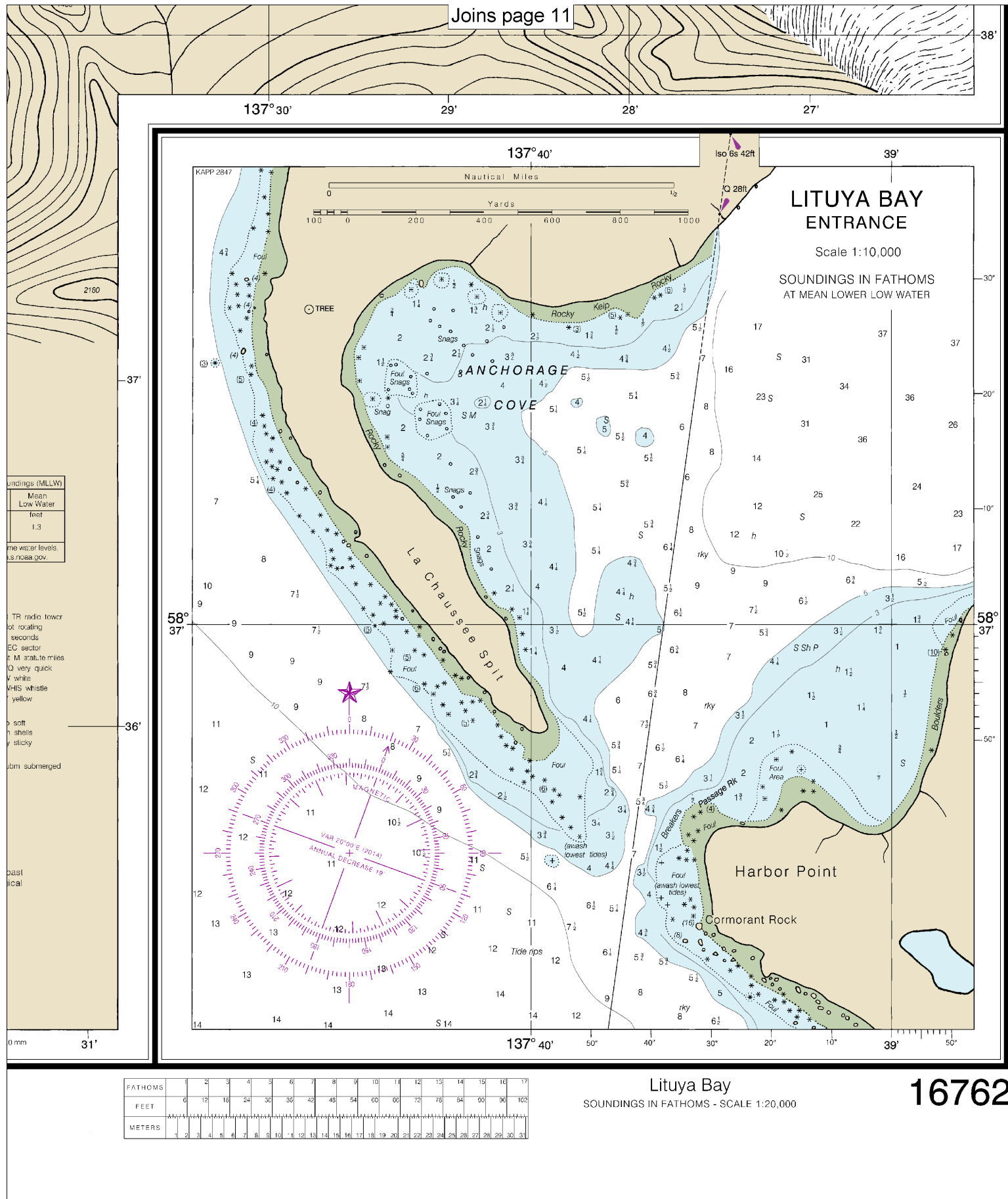
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HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.257" southward and 7.023" westward to agree with this chart.

- NAME
Lituya Bay
- Dashes (---) located in d
tide predictions, and tical
(Mar 2014)
- ABBREVIATIONS (If
Aids to Navigation, clickab
AERO: aere
A: alternate
B: black
Bn: beacon
C: can
D/A: daphn
F: fixed
F: fishing
- Bottom character
Bld: build
bk: broken
Cy: clay
- Miscellaneous:
AU: H: authorized
LD: existence dou
W: wreck, rock
(2): Rocks that co



Note: Chart grid lines are aligned with true north.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Lituya Bay
SOUNDINGS IN FATHOMS - SCALE 1:20,000

16762



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.